

# Whaling on the Pacific Coast



A Small Finback Whale—30 FT. LONG



A Whaling Vessel



The Deadly Gun, Fired by Machinery

## A 90 Ton Whale, Ready for the Cutting

WHETHER the whale swallowed Jonah or that gentleman of ancient times followed the whale makes little difference these days to the men who are working off the Pacific Coast and Puget Sound with modern whaling methods. Only recently has this industry been established on a large scale, but it bids fair to be one of the most lucrative of the fisheries on the West Coast. All romance has gone from the whale now that up-to-date measures are adopted. Though whaling is an old business in the waters of the Pacific present-day fishermen laugh with scorn at the old methods. Old whalers sitting on coals of rope in the harbors of Victoria, Vancouver and Seattle tell long yarns of how they harpooned the whale and were tossed about in their small boats, nearly losing their lives in their endeavors to get the leviathan, which after capture was for the most part given to the Indians. The whalebone and a little oil were all that were thought worthy of preservation. Alaskan Indians still go out in small canoes and occasionally catch a whale, which is always the occasion for a potlatch. But these are crude and ineffectual methods. The modern whaler is too busy to loaf around docks for he has an extensive whaling ship to manage as well as a whale factory where matters are conducted as systematically as in a salmon or beef packing establishment.

The waters of the Pacific are well stocked with whales. A hundred years ago boats sailed from Hawaii to the Arctic on periodical whaling excursions. Then San Francisco took up the trade and in a crude manner caught a few whales every year. But it was not until recently that whaling was taken up on scientific principles. It is estimated that millions of dollars from the depths of the sea will be gathered by modern methods. Nine whales in one day were caught at one station, and as each whale is worth over a thousand dollars, some idea of the industry may be gained though the expenses for equipment and men are high. In fact old fashioned whaling days have passed and the present whaling station is a pre-arranged affair conducted on business-like lines. Whales are caught by whaling ships especially constructed for the industry. These vessels are stanch and stout with iron plates overlying steel ribs and they often cost from forty-five to sixty thousand dollars. They are arranged so they can steel noselessly up to the whale and in-

stead of a small boat, whale line and hand harpoon, a heavy harpoon is now shot from a gun placed in the bow of the boat. The whale has at last found his master. Many people objected to the great loss of whales on the Newfoundland Coast as only the blubber was used. At last a German scientist, Dr. Riehm, discovered a chemical process to use all of the waste. This method was adopted on the Pacific Coast. In other words the new whaler's employment German methods for disposing of the whale and Norwegian methods for catching the monster. For the gun that does the deadly work was invented by a Norwegian, for modern whaling was first introduced by Captain Svend Foy, of Tromsø, Norway. He commenced fishing for whales with a small steamer but he

soon saw the hand-harpoon was a primitive instrument and shortly after constructed one to be fired from a gun. It cost him \$45,000 to succeed, but he made an immense fortune from his patent. Ever since a whaling vessel equipped in this way came around from St. John to Victoria to hunt for whales the Pacific Coast industry has been booming. All is haste about a whaling station. The captain of the whaling vessel with ten picked men usually starts out at daybreak after his game. Everything is prepared for the fray, the platform on the ship's bow holds a ponderous harpoon ready to be shot from the cannon and the men are prepared for a hard chase, for often they must go over a long stretch of sea in bad weather. One man is stationed aloft as a lookout, and as

whales feed on animal life and come to the surface to blow he is liable at any time to call out "Whale ahead" or "Whale on starboard" or "Whale on larboard," as the case may be. When such a call comes all is excitement. Quick as a flash the stanch craft goes full speed and noiselessly bears down upon the prey with the captain up in the bow with his hand on the cannon. He waits until the boat is about a hundred and fifty yards from the whale when flash goes the harpoon. This is a large instrument six feet long, with claws that open and fasten themselves firmly into the flesh. To make assurance doubly sure the harpoon has for it a shell that explodes after the instrument enters the whale. Then begins a chase after the whale if he is not killed outright. He may

come up to the surface two or three times to blow, though he is still attached to the boat, for when the harpoon strikes the whale many fathoms of line go with it.

The captain is on the alert every moment for he must guide his boat toward the spot where the whale will next be seen. Nor does a whale submit without rebellion. It may jump into the air, returning to the water with a thud that sends out water spouts over the ship, or it may go directly toward the ship, lashing it with its tail and injuring it badly. Sometimes the whale will be four or five hours circling around the ship and settling for its life. Finally, if it does not die, the sailors kill it with harpoons. Then an air pipe is forced into its stomach and it is inflated. This keeps the carcass afloat, and it is marked with a flag and towed behind the vessel into the factory.

There is always much excitement when a whaling boat comes home, and great crowds collect around the factory. This building is fitted with up-to-date machinery, and in it the whale goes through several processes, of slaughtering and rendering. Even with the modern methods, whale catching is exciting work, and many are the stories told by whale captains and their men. On one occasion the whaler was coming into port with four whales tied by their tails to the boat when a big sulphur whale swung around and hit the propeller, breaking it in two so the vessel had to be beached. One of the hardest catches was that of an immense sulphur whale which towed the boat twenty miles before it gave out. The

engines were set at half speed stern to tire the whale out, but he kept up the tow and for three hours hauled the boat while sailors poured water over the line to keep it from catching on fire. Finally another harpoon finished him.

Northern Pacific whales travel in herds, and it is a common sight to see several hundred though there may be many varieties in the same herd. The most valuable is the Bowhead, which averages in oil and whalebone \$20,000. Next in importance is the Right whale, which contains as much oil but only half as much whalebone. The Sperm whale is caught for its oil, as much as fifty-five barrels being pumped from the head of a single whale. Besides these there are Humpback, Finback, Grampus and Sulphur Bottom whales, each yielding about \$1,200 worth of oil and by-products. Much whale meat is now sold in Japan and China, and only recently a whale captain was offered fifty dollars a ton for whale, tails by the Japanese, who consider them a luxury. When he reflected how many he had thrown away he groaned in spirit.

It is really the by-products of the whale that bring the money. Whale guano is made from the contents of the stomach and pieces of flesh, and this is sold to sugar plantations in Hawaii. Other parts are used for bone fertilizers. Tallow is furnished for soap and candle making, while glue finds a ready sale in furniture factories. Ambergris, the basis of high grade French perfumes is a valuable by-product, and white amber is used by harness makers. The blubber is on the outside of a whale and underneath it is a large skin which is used for upholstery. The intestines make kid gloves. In fact every part of the whale is of use. It is claimed there are enough whales in the Pacific ocean to last for fifty years.

## WOMEN GAMBLERS.

A LITTLE over a century ago there were hundreds of great ladies in England who made of their drawing rooms regular gambling dens, and many in the most excited social positions lost or won as the case might be thousands of dollars in a single night's play. The royal prin-

cesses did not hesitate to play for the highest stakes and a faro bank was a portion of the paraphernalia of dame fashion. Queen Elizabeth was fond of cards, but she was inclined to be somewhat peevish and lost her temper at the game. Mary, Queen of Scots, carried her infatuation to the extent of wagering her personal attire on a game. She would play continually from Saturday to Monday and sacrifice her wardrobe if necessary to do so. Queen Ann, of Austria, was fairly pursued by ill luck, we are told, but she is said to have played without passion or greed.

Anne Boleyn was an inveterate gambler, as were all the wives of Henry VIII with one exception—Catherine of Aragon did not gamble, as she had no love for the card table. Neil Gwyn lost four hundred guineas one night to the niece of a notorious gambler, Mazarin, who afterwards died insolvent, having lost at cards

an enormous fortune left to her by her cardinal uncle. Cards are still popular among the hostesses of many of the English drawing rooms, but not to the extent they were a century ago. The Serbian government has ordered two hundred typewriters from an American concern. The machines will be used in the government offices.

## NEW LOCOMOTIVE.

JAPANESE railroads have decided to adopt a new type of locomotive, made in Germany, in which the cylinders have been reduced to fifteen inches. Experiments have been made at Nagano station with the new locomotive and with satisfactory results. It is stated that the consumption of coal is greatly reduced by the new engine, being 35 pounds a mile instead of 40 pounds. It is proposed to gradually adopt the new type of engine on all of the Japanese government railroad lines.

## POWER COMPANY OPENS NEW OFFICE BUILDING

Potomac Electric Concern Has Just Completed New Office Structure, Located at Fourteenth and C Streets Northwest.

The Potomac Electric Power Company's new office building at the southeast corner of Fourteenth and C Streets Northwest, has been completed. The company moved in during the past week. The new building faces C Street on C Street and 10th Street on Fourteenth Street. The plan is very attractive, the color scheme of the exterior being terra cotta and white, Indiana limestone being used for the trimmings. The interior, while not quite complete, is well arranged to accommodate the public and the officials and clerks of the company. There will be separate rooms for the display of lighting, cooking, and power appliances of various kinds so that customers of the company can be shown how the appliances are used and what the effect is of the use of the different electric lamps. The lighting fixtures on the first floor are to be of the semi-indirect kind. The illumination is very uniform and the general effect is extremely pleasing. Messrs. Milburn, Heister & Co., of Washington, were the architects and Mr. James L. Parsons, also of this city, was the builder.

At this time it seems almost incredible that the success in Washington of electric lighting was founded on a melancholy failure, but such was a fact, as is evidenced by the following extract from Crew's "History of Washington": "In the fall of 1845 the survivors of the Army of the Cumberland gathered together in Washington to dedicate their statue of Gen. Thomas in Thomas Circle. The people of Washington contributed to the success of the occasion and committees were appointed to carry out various plans for the entertainment of the visitors. One of the new ideas proposed was to illuminate Pennsylvania Avenue from the Peace Monument to the Treasury Department with the electric light, at that time beginning to be used in a few cities, but entirely unknown in Washington. Guys were stretched at intervals from houses to houses, over the middle of the street. A dynamo was connected with the engine of a sawmill in Thirteenth Street and at the appointed time thousands of citizens and visitors thronged the Avenue to witness the novel display and to behold night transformed into day. Strange to relate, however, the attempt to light the Avenue in this way was a melancholy failure."

The interest which this experiment aroused grew, and sometime after the vain attempt to light Pennsylvania Avenue a company was organized, of which the Potomac Electric Power Company is the successor.

**The Real Beginning.**  
In May, 1892, an order was given by the local company for a dynamo for incandescent lighting. In November of the same year there were in operation 21 arc lamps and 130 incandescent lamps. In 1894 the company installed its underground conduits along Pennsylvania Avenue and other streets where it had service mains. Since then many extensions and improvements have been made. Alternating current generators were purchased which enabled the company to supply service in the outlying sections of the city.

The original plant, which was in the rear of the building at the northeast corner of Tenth and D Streets, was destroyed by fire July 16, 1885. This forced the company to seek new quarters, and while the fire of its plant was still blazing arrangements were made to lease the original depot of the Baltimore and Ohio Railroad at Second and B Streets Northwest, where is now located the United States Census Office. At an annual meeting of the stockholders held November 9, 1886, it was decided to purchase a lot at Thirteenth and a half and B Streets Northwest, the officers being authorized to build and equip a permanent station. The Edison system of central station lighting was adopted, and the station was completed about the latter part of 1887.

## POWER COMPANY'S OFFICE.



Potomac Electric flashes new building to be used as general offices.

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The present main generating station of the Potomac company, which was started in December, 1906, is located at Benning, D. C., and is one of the most modern electrical generating stations in the country.

**PLAN HOME WEEK FOR THE CAPITAL**  
Isaac Gans Suggests Such a Fete in Connection With Wilson and Marshall Inauguration.

Isaac Gans, chairman of the publicity committee of the Chamber of Commerce and the Retail Merchants' Association, has advanced the suggestion that inauguration week, next March, should be taken advantage of by the business men of the city in the way of establishing a "Home-coming Week," similar to that observed in many cities of the country. Mr. Gans has been working upon this idea of a "Home Week" in Washington for a year or two. It has been frequently discussed, and plans several times have been partially worked out to realize it as a permanent institution. Mr. Gans now thinks inauguration a fit time to start it. In the hope that it will henceforth become annual for the Capital.

Inauguration day falls on Tuesday in 1921, and Monday, Tuesday, and Wednesday, days and evenings, will be largely taken up with the exercises provided by the inaugural committee. It is Mr. Gans' idea that the business men shall take up the work where the inaugural committee leaves off and continue entertainment through the week for the visitors who will be here. He thinks that an evening of fireworks, a torchlight parade and other forms of festivity can be arranged at small expense to continue the inauguration fete through the week.

## CONSERVING YOUTH SUBJECT OF TALK

Dr. George Otis Smith Makes Address at Conference of the "Boy and the Home."

"Conservation" was the subject of an address last night by Dr. George Otis Smith, director of the United States Geological Survey, before the First Washington Conference on "The Boy and the Home."

The speaker defined conservation as "the proper use of our resources." "More important than the conservation of our coal, oil, minerals and other natural resources," declared Dr. Smith, "is the conservation of our human resources. Such a conservation means not only preventing our young manhood from being wasted, but also the prevention of our mature manhood from going into early decay. The boys of the nation have a part in this conservation movement no less than have their parents; for it is the boys more than any one else, who can keep their fathers young in spirit."

H. R. F. Macfarland, former District Commissioner, spoke of the changing ideas of the American people. "The time is far distant," he said, "when we as a nation were solely intent on individual success, personal renewal, and the acquisition of wealth for wealth's sake. Today the greatest of our leaders work for the good of the whole community, rather than for their own aggrandizement."

Dr. Winfield Scott Hall, professor of physiology in the Northwestern Medical School, of Chicago, Ill., continued his series of "normal lectures fitting parent to give instruction in sex hygiene to their children."

The addresses were delivered at the close of a unique "Fathers and Sons" banquet, which no man could attend unless accompanied by his son and no boy unless accompanied by his father. About 50 guests, ranging from twelve to sixty years, were present at the dinner, which was presided over by Mr. Macfarland.

## Big Heads No Index of Much Gray Matter

Capital Hatters Say Because a Man Wears a No 8 Hat He Is Not Necessarily Another Edison.

From the time of Samson it has been stated that the length and luxuriance of a man's hair is an index to his personal strength, and now comes the question: Is the size of his hand an index to his mental power? European hatters are authority for the statement that it is the big heads that contain the big brains; that since the time brute strength bowed before intelligence as the ruling power in the world the size of hand has been on the increase, and that in the last ten years there has been an increase of a quarter of an inch in the circumference of man's culine head covering.

This is an interesting theory, but it is shattered by local haberdashers and hatters, who say that it is their observation that the size of the head is no criterion of its owner's wit. A large range of sizes in hats is necessary to cater to the public, whether the prevailing trade be of the "high-brow" or "low-brow" class, they say. Statisticians, bricklayers, physicians, lawyers, street car conductors, and suffragists vary so in their capital extremes that the dealer must have on hand a stock ranging from six and a half to seven and a half if he would fit every head that comes in through the plate-glass doors.

**Hatters' Count.**  
Prevailing styles more than gray matter influence the size of hats, one merchant ventured when asked for an expression on this latest scientific question. Hats and haircuts are at the bottom of a whole thing, in his opinion.

"We are blessed with a trade recruited from the ranks of Senators and diplomats, as well as from the hordes of petty clerks and underlings who, if they have massive thought apparatuses connected with their heads, are not connected with the destinies of nations."

**BAND CONCERT TO-DAY.**  
By Fifth Street Cavalry Band, Arthur H. Williams, director, at Fort Myer, at 2 p. m. Program: GUARD MOUNT. March, "King Karl".....Enth Impetuous, "Serenade d'Amour".....Homes Troop the line, "El Capitan".....Sears Retire, "Universal Peace".....Lampe CONCERT AT BAND STAND. March, "General Wood".....Britton Overture, "The Jolly Troopers".....Balloues Eugene's march from "Lombard".....Venti Grand selection, "Chimes of Normandy".....Paequet

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